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No. 13,883 號叁十捌百捌千叁萬壹第 日陸十月捌年捌十二緒光 HONGKONG, WEDNESDAY, SEPTEMBER 17TH, 1902. 叁拜禮 號柒十月玖年貳零百九千壹英港香 PRICE, \$24 PER MONTH

Care of Daily Press Office
Hongkong, 5th September, 1962 [2888]

POLICE COURT.

Tuesday, 16th September.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

THEFT BY EUROPEANS.

Philip McLachlan, seaman, and William George Henry Short, unemployed, who have been twice in jail for vagrancy and only came out of prison on Monday, pleaded not guilty to stealing a bag of seamen's clothing and a pair of sea-boots, total value \$20, the property of the proprietor of The Land We Live In Hotel.

A. Freimann, proprietor of the hotel, said he bought the articles for the carpenter of a ship, and gave them to a Chinaman to take on board. Previously the defendants had come with a chit, purporting to be written by the carpenter of the sailing ship, asking witness to deliver the boots and clothing to them, but this he refused to do, and as has been said, gave the articles to the Chinaman for the purpose of delivery. Later in the day witness saw the two defendants in rickshaws, one with the bag and the other with the boots. He stopped them, and one said, "It's all right; it's all up." They were given into custody.

First defendant—I didn't mean to steal the bag; I was taking it back to the Chinaman's shop.

The Chinaman who had been given charge of the bag and boots said he and the defendants landed at Teimshatani from a sampan and went to an hotel for a drink. The second defendant carried the bag, and refused to let witness touch it. After waiting an hour, all three went down to the Star Ferry pier, where they tried to engage a sampan to go to the sailing ship. They were unsuccessful, however, and witness then said he would go back and take the clothes with him. The defendants would not return them. They subsequently left the wharf with the clothes.

First defendant—Didn't you leave the bag on the ferry?

Witness—No.

First defendant—I was taking the bag back to the Chinaman. My own clothes were there, and I wanted to get them.

Second defendant—The Chinaman left the bag on the wharf.

His Worship—Each one month hard labour.

INTERESTING STOWAWAY CASE—

A SMART TRICK.

Mak Cheuk Ting, compradore of the steamer *Loongyang*, was brought up on three charges—(1) unlawfully aiding and abetting five Chinese to obtain a fraudulent passport from Hongkong to Manila on the 2nd inst.; (2) unlawfully aiding with one Choy Ping and others to take them as passengers on board the steamer *Loongyang*, without the consent of the owners or master; and (3) unlawfully conspiring with the said Choy Ping and others to defraud the Indo-China Steam Navigation Co., Ltd., by obtaining for them surreptitious passages on the steamer *Loongyang* from Hongkong to Manila. He pleaded not guilty, and was defended by Mr. E. J. Grist. Mr. J. Hastings appeared for the prosecution. The defendant's tallyman was also charged with aiding and abetting the stowaways, and he too was represented by Mr. Grist. In detailing the facts of the case, Mr. Hastings said the *Loongyang* left this port for Manila on the 2nd inst., and before leaving the crew were counted on board in presence of the officers and a doctor representing the United States Consul. They were found to number sixty-two, including twelve men in the compradore's department. The chief of the careful enumeration, in presence of the representative of the United States Consul, was that the men should be accounted for at Manila on the ship's leaving that port, in order that the authorities there should be able to see for themselves that every man who left Hongkong on the vessel also returned here. If anyone was missing, the authorities took it that he had escaped from the ship, which was held to be guilty. The stowaways arrived at Manila on the 5th inst., continued Mr. Hastings, and on the 8th, in consequence of information received, the whole of the crew were mustered on deck. The compradore (the first defendant) was asked if his twelve men were all right, and he replied in the affirmative. Notwithstanding this assurance, however, one of the compradore's men was suspected, and the ship was searched. In the lower hold two Chinese stowaways were found, and a tallyman to the first defendant. He had hidden himself away in order to screen the presence on board of a pseudo-tallyman, who was picked out from the compradore's men and put in iron. The steamer was searched again on the evening of the 8th, without further result. On the 10th a suspicious-looking lighter came alongside, and on its being searched two stowaways were found. The compradore was found on board thus accounting for four altogether. It would be shown in evidence, said Mr. Hastings, that the first defendant paid the men on the lighter some money, in order, presumably, to take the stowaways ashore. On the 11th, on account of further information received, the ship's officers came to the conclusion that another of the compradore's men was a stowaway, and he also was taken away from the number, thus leaving it at eleven only. When this man was put in iron, the compradore came to the fore, and demanded—“What for you lock my man up? You lock out when we go to Hongkong.” On the steamer's leaving she was found five hundred dollars gold by the United States authorities, because the compradore only left with eleven men, whereas he arrived with twelve. The *Loongyang* left Manila on the 12th and arrived here on the 15th, and the captain and officers were so convinced that no man had escaped from the ship at Manila that they decided to search the ship again. After having been granted permission by the doctor, the *Loongyang* went into the quarantine station and the officers communicated with the Water Police, whom they requested to use measures to prevent any person from having communication with the vessel. The entire crew were lined up on deck, and the officers and police proceeded to search the steamer thoroughly. They looked in every possible place, but could find no one. As they were coming out of the compradore's room, the captain noticed there a cask which appeared to be full of rice, and idly he poked his finger into the cereal. He was surprised to touch something hard, and on brushing the rice away found that there was only a thin layer of it. The barrel had been inverted, and underneath it lay the missing man. The man was an extremely clever one, for the rice covering the bottom of the cask gave it the appearance of being full, in which case it would not have provided a hiding-place for anyone. The man thus unearthed was the second defendant, a tallyman of the first defendant. It would be proved in evidence, concluded Mr. Hastings, from the statement of one of the stowaways who had turned King's evidence, that the first defendant undertook to get him to Manila,

and that the price agreed upon was \$150, which was to be paid by the man's relatives and refunded to them out of his wages when he got to Manila. In consequence of that agreement, the first defendant showed him away on board the steamer; this man was one of those arrested in the ranks of the first defendant's men. Before sitting down, Mr. Hastings pointed out that under the Ordinance the punishment for aiding and abetting was by fine only, but if the defendant received \$200 for each of the five stowaways, he could very well afford to pay a fine of, say \$500, which would leave him with \$500 still in hand.

Choy Ping, the stowaway who had turned King's evidence, said he was a shop coolie, and had resided in Hongkong for several years. His people wanted him to go to Manila, and to that end made arrangements with the first defendant. The first time witness saw this defendant was on 2nd September, at the door of the Man Li Yuen—a Chinese firm trading to Manila whose address witness did not know. Witness was taken on board the *Loongyang* by a folk of the Man Li Yuen. On board he first went to the accountant's room, where he saw the first defendant. Witness said he wanted to go to Manila, and defendant said—“I'll take you there; don't be afraid; I'll guarantee you'll get there.” Defendant did not say anything to witness about how much he was to get for taking him to Manila. The first defendant also said—“You will stay here; don't go out and be seen by foreigners. If you are arrested, don't speak. Say that no one brought you on board, that no one fed you, and that you brought your own bread.” Witness was quite willing to carry out these instructions. When the ship got to Manila, and she was discharging, the first defendant told him to go up on deck from the accountant's room and serve out tally-sticks; this the defendant did, with success. When the crew were mustered on deck, witness, on the telling of the first defendant, took his place amongst the compradore's men. He was afterwards discharged, put in iron, and brought back to Hongkong. There were six stowaways on board the steamer, and one of them got ashore at Manila one morning—a Monday. The case was at this point adjourned till Friday at 2.15 p.m., bail being fixed at \$1,000 each. The bail for the five stowaways was placed at \$500 each, and their case remanded till the same.

The compradore's bail was paid immediately by friends waiting outside the Court.

FRANCE AND SIAM.

The Times correspondent writes under date Paris, 12th August:—

In view of the unremitting efforts of the Nationalist organs to exaggerate the real difficulties between France and Siam and to create imaginary ones, the French Minister to Siam, M. Klobukowski, has been allowed to make a public statement, intended to arrest the ardour of the fiery Opposition journals. It will probably do nothing of the sort, for they are too deeply involved already in a policy of meddlesome agitation, by which it is hoped to embarrass M. Delcasse. We see, indeed, to-day how the Opposition papers mean to take this and all other declarations of the same sort. They print it in a remote corner of their columns and continue on the first page, in a conspicuous place, their futile campaign. Nothing has occurred here in any way to throw any discredit on the views presented some weeks ago, in the *Times* as to the prudent Siamese policy of the French Foreign Office. It will be seen, moreover, that these authorised declarations of M. Klobukowski only confirm what was then said. It is too much to hope that these declarations will put an end to the bad faith of the Opposition, but for all unprejudiced persons they should suffice to calm any anxieties that may have been aroused abroad by the articles published here in certain papers. M. Klobukowski says:—“Our relations with Siam are in no way interrupted. I left Bangkok on July 5 on regular leave of absence for reasons of health. The difficulties which I met with in the negotiation of certain matters are far from being insurmountable, and the situation is assuredly susceptible of a friendly arrangement. In the interests of both countries, no other solution is to be desired. There can be no question for France of an extension of territory, but of purely economic expansion. No policy of conquest is to be thought of, for our Indo-Chinese possessions may be regarded as sufficient. Our one policy is that of the development of French trade in conformity with the interests of our Siamese neighbours. Moreover, they are well aware that we shall not go beyond the defence of what we possess, although on this point we shall remain firm, and cannot but pay in their own interests to the ideas which our policy holds out to them as regards trade relations. The situation, then, is in no way desperate. We should rather anticipate a good understanding between the two Governments, especially if, as is to be hoped, the question of our influence in the basin of the Mekong is settled in agreement with the Siamese Government. This solution is necessary, having regard to our economic expansion in Indo-China and above all to our position as a great neighbouring Power. The Government has always been perfectly clear on this point.”

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LATE TELEGRAMS.

NEWS VIA SHANGHAI AND YOKOHAMA.

THE WEST INDIAN TERROR.

London, 3rd September.

The recent eruptions of Mont Pelée were principally on the 3rd of August. The casualties include one thousand and sixty killed and fifteen hundred injured. Morne Rouge is depopulated, and La Soufriere is again dominating.

London, 11th September.

Sir Nevill Lubbock, Chairman of the Royal Commission appointed to inquire into the condition of the West Indian sugar-growing colonies, reports that St. Vincent has become practically useless. Its only hope of thriving for many years, he says, lies in sugar cultivation. Visitations of hurricane, earthquake, and volcanic eruption have been so frequent and destructive that the people despair of growing other crops, and gradually they were reduced to the single staple. Now industry is ruined by the competition of bounty-fed sugar-growing countries, aided somewhat by soil disturbance and exhaustion, and it is hopeless to expect ever again to grow sugar profitably there.

THE ALGOA BAY HURRICANE.

London, 3rd September.

The recent hurricane at Port Elizabeth is responsible for the actual wrecking of six sailing vessels and four steamers. Other vessels have got off, though damaged. The Union liner *Seef* and *Briton* were imperilled, but nevertheless reached port.

OBITUARY.

London, 3rd September.

Lord Consmara, formerly Governor of Madras, is dead.

STEEL.

London, 4th September.

At a conference of the Steel Institute at Düsseldorf, Carnegie was elected the next president. Goto Shimpo is attending an industrial exhibition there.

RUSSIAN IMMIGRATION TO THE AMUR.

London, 4th September.

One fifth of the Russian emigrants to Amur and Ussuri return to Europe dissatisfied.

THE U.S. PRESIDENT'S ACCIDENT.

London, 5th September.

The Emperor William has telegraphed his congratulations to President Roosevelt on the latter's escape in the recent carriage accident. The motor-men have been arraigned on a charge of manslaughter, both the coachman and the valet of the President having succumbed to their injuries.

ENGLISH HOPS.

London, 6th September.

The English hop-crop is deficient and prices are advancing.

OPINIONS ON THE NEW TREATY.

Berlin, 11th September.

The British-Chinese Commercial Treaty is considered in London to be of a most problematical value. The report stating that the Washington Government have assented to this treaty is contradicted.

GERMAN ACTION IN HAITI.

New York, 10th September.

Attempts here to make political capital over the sinking of the Haytian gunboat by the German gunboat *Faucher*, on the ground that it might be considered an infringement of the Monroe Doctrine, have utterly failed. The Haytian boat had become practically outlawed from having seized a German cargo without warrant, and orders from Berlin for destruction have provoked no disapproval from Washington.

Berlin, 11th September.

A part of the British Press, in opposition to the rest of the foreign Press, writes in very unfriendly terms about Germany's action in Haiti.

MOROCCO.

Berlin, 11th September.

The news of a crisis in Morocco involving a co-operation of France and Spain, is said to be much exaggerated.

VOLCANOS IN CENTRAL AMERICA.

London, 11th September.

Volcanic demonstrations are reported to be exceedingly active throughout Mexico and Central America. In Yucatan and Guatemala large areas have suffered from the outbreaks, which have denuded forest areas and inflicted serious damage on plantations. Many estates have been ruined. In Mexico, however, have lost thousands of cattle and sheep, and property in the mining districts are flocking to the settlements, general panic prevailing in the districts where the eruptions are visible. News is silent concerning loss of life, but the Admiral in command of the French fleet in the West Indies reports the sudden disappearance of the island of Bermeja, in the southern portion of the Gulf of Mexico.

GERMAN GUNS IN THE BRITISH ARMY.

At last we have got the truth about the German-made guns which were purchased in the middle of the war, and a cheerful story it is. Were it not that the facts are undisputed, Englishmen would refuse to believe the amazing confessions. Before the war broke out Lord Wolseley proudly boasted that we had the best field guns in Europe. These who knew the position, ridiculed the claim, and implored the Government to provide the army with quick-firing guns. Although every other nation had this armament the prayers were ignored and we were plunged into the war in that condition. All that our men were given was a makeshift arrangement invented by Sir George Clarke, but not recognised as a genuine quick-firer by any military writer in this country or in Europe. The War Office avowed that they were waiting for the invention of some new gun which should be worthy of adoption.

After six months of war the Government discovered that they must get some guns sooner or later, and the first consideration being that no time should be lost, orders were given to a German maker for eighteen batteries. These guns Mr. Brodick has described as better, more accurate, and quicker than our present artillery. Yet before the war we had “the best field-gun in Europe.” The greatest secrecy was preserved about the guns, but it came to the ears of the Service Committee that all was not well with them. After much pressing the War Office explained that the axes had given some trouble, but that the defects were easily repairable. It is soon become clear that more serious faults had been detected, and after fencing for some time the War Office confessed that the recoil springs on which the whole quick-firing arrangement depended were weak and would have to be changed. That, in short, is the story of the War Office dealings with artillery. For years they have refused the offer of excellent guns which other nations have adopted; they improvised a makeshift arrangement to carry them on until a perfect gun should be invented; they bought eighteen batteries of German guns, which they admit to be better than anything they had before, and they are now scouring England in vain for a gun which shall be worthy of the British Army.—*Naval and Military Record*.

RAILWAYS IN COREA.

Mr. Angus Hamilton has an article in the *Morning Post* on this subject, from which we make the following extracts:—

The future alone will disclose if Corea is to be absorbed by the Japanese; at present the Japanese population exceeds 20,000, the actual number falling just short of 25,000, while many of the more important industrial undertakings, which are opening Corea to Western influences, owe their initiation to Japanese capital and Japanese enterprise. In short, the Japanese in Corea supervise the railways, mine, postal and telegraphic communication; the export and import trade is in their hands, all sea-borne traffic with China and Japan being controlled by Japanese steamers; they have made a success of the railway between Chemulpo and Seoul, and they are now engaged on the construction of a line from Chemulpo to Fusan, a work which is under the immediate regulation of the Japanese Government.

The presence of this railway, which provides for extensive reclamation works in the harbour of Fusan, will become in the near future an economic factor of very great importance. More particularly is this manifest when it is remembered that the country through which the line will pass is known as the Granary of Corea. Development of a necessary and substantial character must follow the completion of this undertaking, the position of Japan in Corea receiving even more emphatic recognition from this work than from anything by which her previous domination of the country has been demonstrated. It will promote the speedy development of the rich agricultural and mining resources of Southern Corea, and as these new areas become accessible by reason of the railway it is difficult to see how the influx of large numbers of Japanese emigrants and settlers into the southern half of the kingdom can be avoided. From time to time the Japanese Government has attempted to stem the torrent of Japanese immigration into Corea, but the success of those colonies that have settled there already has made it a delicate and difficult task, and one which in the future the Japanese Government may be expected to leave alone. With the railway once opened the stimulus which it will impart to agriculture in the southern half of the kingdom will appeal to many thousands of other world-beaters, whose sole desire will be to participate in the colonisation movement. Whatever objection the Korean Government will offer to this invasion the propriety of Corea to Japan makes quite certain districts and, in fact, Corea may be prepared to see a preponderant increase in the already large Japanese population at present within the kingdom.

The new line from Seoul to Fusan is not the only railway concession of importance in the Kingdom; there is some mention of a German railway which will run from Seoul to Won San, and in 1896 the charter of a railway which should run between Seoul and Wiju, the important port on the coast of the Yalu River, was conceded to French interests. The concession was not taken up within the specified time, however, and at the instigation of the French Minister the Government elected to proceed with the work itself, placing its construction in the hands of French engineers and employing French materials only. M. de Lapeyrie and M. Boudart were appointed chief and assistant engineers respectively. M. Lefevre, the First Secretary of the French Legation in Seoul, became French superintendent of the North-Western Railway Bureau. The Korean Government has charged itself further with an annual contribution towards the expenses of this railway of \$100,000 (\$10,000), a sum just sufficient to pay for the salaries of the many French engineers who have been found posts in connection with the scheme. The importance of this line lies in the facilities which it will present for the establishment of railway communication between Europe and Fusan. It is proposed, should the North-Western Railway from Seoul ever become an accomplished fact, to connect it with the Seoul-Fusan Railway in the south and the Trans-Siberian railway through Makhin in the north. Work has already begun on the section between Seoul and Song-do, a distance of 80 kilometres, while the surveys of the entire route have been completed recently. The cost of the present section has been estimated at about \$250,000, the working expenses are placed at \$50,000 a year, and the receipts at \$12,000, of which \$100,000 will come from the passenger traffic. It is hoped that the section will be open within two years. These figures are quite unduly roseate, but this section is the most promising by reason of its mineral mining and agricultural resources, which are in a flourishing state.

It is questionable, however, if the prospects of the French line promise such satisfactory returns as those which may be expected from the southern railway, and it will be only when the two lines have been completed, and Fusan is in direct communication with the Siberian Railway, that any definite expansion in the northern areas of the kingdom may be anticipated and the railway will be in a position to compete with the junk trade of the Yalu. Of course, it cannot be predicted what mining developments may not take place in the northern regions of Corea; gold and coal, copper and iron are known to exist, and the development of this mineral wealth may open up the country to the eventual benefit of the railway, just as the presence of the mines will create the necessity for producing locally certain varieties of foodstuffs. These channels of revenue to the railway are highly problematical, however, and in the absence of any specific value which may be attached to the prospects of the French line, a comparison between the relative importance of the two undertakings confirms the superiority of the Japanese concession under every count. The strategic, as well as the commercial, significance of the southern trunk line must impress the Koreans with the very positive qualities of this work, and it is more on account of the energy and enterprise, in contrast with the diffidence of the French, which the Japanese display in forwarding the construction of their lines, than through any inherent defect in the prospects of the French railway, that it becomes impracticable to consider the French railway in any other sense than as having been relegated already to that order of political manoeuvre by which France strives to maintain her prestige, without in any way enhancing the actual value of her vested interests. There is no doubt that in allowing this concession to lapse a great mistake was committed, the French losing in a moment an opportunity which would have enabled them to continue, in perpetuity, that aggressive policy which so distinguishes their action in the Far East.

LATEST STEAMER MOVEMENTS.

The H. A. L. steamer *Sejo* left from Hamburg, left Singapore for this port on the 13th inst., a.m., and may be expected here to-morrow.

The P. & O. steamer *Indra* left Fort-Louis on the 14th inst., a.m., for this port, via Japan and is expected here on or about the 14th prox.

The steamer *Catharina* Ager, from Calcutta, left Singapore for this port yesterday afternoon.

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Hongkong, 2nd September, 1902.

[884]

A GREAT CHAMPION SWIMMER.

A London sporting correspondent writes to us under date 16th August:—

Not only have the Australians visited and beaten the Mother Country on the cricket field, but we have had with us a little but eminently clever contingent of Australian swimmers, and they have already annexed two of our English championships. After a really desperate race the other week Fred Lane secured the 100 yards from our own favourite, “Rob” Derbyshire, and Dick Cavill. Now, both Lane and Cavill come from Sydney, New South Wales, so that the English candidate was just beaten by the Colonials. The race was swum in Gloucester, and there was only a touch between the three. There has long been a desire to see “one minute” on the books of the A.S.A., and now perhaps the legislators will be happy and contented. It is said that the judges erred in their placings, and that Cavill was really the winner. However that may be I cannot say, for I was unable to get to the race as I had promised myself, but Dick Cavill had some satisfaction last Saturday when he was proclaimed the victor in the half-mile championship, which he won from Billington, the amateur Biscup boy, and Read. From this it will be gathered that Jarvis, of Leicester, did not compete at Norwood Lake, and for the simple reason that he is touring with the team of the Life Saving Society on the continent. But even if the great Jarvis had been able to swim, I question if he could have conquered Cavill, who allowed Billington to make the pass until 80 yards from home, when he made a glorious spurt, and won by three yards, so that Billington swam a great race for the honour of England and his own reputation. Cavill covered 220 yards in 2m. 45.5secs., 440 yards in 5m. 5secs., and the half-mile in 11m. 50.2secs. Now the record for the distance prior to last Saturday was 12m. 29secs., standing in the books to the credit of J. A. Jarvis, and established at Leicester on 8th August, 1899. When we hear of records being beaten we generally expect to see a few seconds or a fifth cut off the time, but in this case we should note that Cavill has lopped off 38.3secs., which is most astonishing. Moreover, Billington was well within record, as his time was 11m. 53secs., so that clearly in Cavill we have a most remarkable swimmer. Of course, the Cavills are a famous family of swimmers, and hailed from the South Coast—I think Brighton. It is said that the father of all these boys—for there were several of them—swam the Channel from Cape Grimes to Folkestone, but evidence is wanting on this point. He emigrated to Australia, and all his sons took to the water as naturally as ducks. They became great swimmers and performers, and three of them have visited England, namely, Percy, Sydney, and Dick. The last is the youngest and the best, being a well set-up, fine, handsome boy, and I understand that he is in this country without friends and without that financial support which is as necessary even for an amateur swimmer as it is for a professional cricketer. But surely after this marvellous display he will not be allowed to leave our shores without someone to give him a helping hand so that he can stay and race against our best man—Jarvis, who will, I calculate, have to improve between 40 and 50 yards on his previous best to lower the colours of young Cavill, who is now only 18 years of age. While we admire his wondrous skill in the swiftest sport of natation, let us not forget to extend a word of praise and sympathy to Billington, a bullet-headed, lion-hearted youth. On the same day J. A. Jarvis was winning the Emperor of Austria's Cup at Vienna. But, despite this, from what I can hear I am tempted to think that Dick Cavill is quite as fine a swimmer as Jarvis, if not as great as Joey Nuttall. Poor old England! We do not seem able to hold our heads up now at any games, unless we beat the Americans at lawn tennis and at polo. After all this is not much, is it?

THE SECOND HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on TUESDAY, the 30th September, 1902, will be drawn at the HONGKONG CLUB House, at 11 o'clock a.m., on FRIDAY, the 19th September, 1902.

Bearers of Debentures are invited to attend the Drawing.

C. H. GRACE,
Secretary.

Hongkong, 11th September, 1902. [2490]

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Hongkong, 28th November, 1901. [30]

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Hongkong, 17th October, 1890. [1905]

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THE Band of the 33rd Burma Infantry will play a selection of music during dinner TO-DAY, the 17th inst., at the above Hotel. Tables booked in advance.

H. RUTONJER,
Proprietor.
Hongkong, 17th September, 1902. [2482]
VICTORIA CHAPTER, NO. 525 E.C.

A CONVOCATION of EMERGENCY of the VICTORIA CHAPTER will be held at the Freemasons' Hall, TO-DAY (WEDNESDAY), the 17th inst., at 8.30 P.M., precisely. Visiting Companions are cordially invited to attend.

Hongkong, 17th September, 1902. [2484]
TO LET.

"FRANIE BUNGALOW," Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th September, 1902. [2483]

WANTED.

A NATIVE BOY WRITER in H.M. Victualling Yard. Apply between 10 and 11 A.M. to the Victualling Store Officer, H.M. Victualling Yard, Hongkong, 16th September, 1902. [2485]

NOTICE

A MEETING of HIS MAJESTY'S JUSTICES OF THE PEACE will be held in the Justices' Room, at the Magistracy, at 2.15 P.M. on TUESDAY, the 23rd day of September, 1902, for the purpose of considering the following application:—
From one DHUNJEEBHAI DORABJE for a Publican's License to sell and retail intoxicating Liquors on the premises situate at No. 3, Des Voeux Road Central, under the sign of "King Edward Hotel."

F. A. HAZELAND,
Police Magistrate.
Magistracy,
Hongkong, 9th September, 1902. [2478]

NOTICE

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

DURING my temporary Absence from the Colony, Mr. F. S. FULCHER will act as Secretary.

By Order of the Board.
W. H. RAY,
Secretary.
Hongkong, 17th September, 1902. [2479]

NOTICE

MY Father established the Firm WING SHING LOONG doing business of Pure Gold-Leaves for upwards of Forty Years. We employed TANG KUN, alias "THE BULL," to assist in managing the business since the death of my father, and discharged him lately on account of his overdrinking the Firm. He was only an employee, and was not a partner or shareholder. The business of WING SHING LOONG is now still in our possession and TANG KUN, alias "THE BULL," is and was not one of our partners.

WING SHING LOONG,
CHEUNG KWON NAK,
No. 20 Bonham Street E.,
Hongkong, 16th September, 1902. [2480]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"
Captain G. S. Weigall, will be despatched as above on SATURDAY, the 20th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 16th September, 1902. [2476]

SMITH PREMIER

TYPEWRITER.

MANY ADVANTAGES OVER ITS
COMPETITORS.

WM. MEYERINK & CO.,
Sole Agents.
Hongkong, 16th September, 1902. [2484]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on TUESDAY, 23rd September, 1902, at 5.15 P.M.

A. G. WARD,
Hon. Secretary.
Hongkong, 16th September, 1902. [2471]

C. E. WARREN & CO.,
BUILDING CONTRACTORS,
30, Des Voeux Road Central.

ALL Kinds of SANITARY APPLIANCES and DRAINAGE ACCESSORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. (1810)
E. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 39, WARD ROAD, HONGKONG.
Will be glad to send STAMPS on approval (any address on receipt of satisfactory reference).

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1856]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from A. ESMALIER, Esq., to Sell by Public Auction

TO-DAY (WEDNESDAY),
the 17th SEPTEMBER, 1902, at 3 P.M., at
No. 28, GAGE STREET,
THE WHOLE OF HIS HOUSEHOLD

OFFICE FURNITURE.
Catalogues will be issued.
Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th September, 1902. [2450]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on SATURDAY,
the 20th SEPTEMBER, 1902, at 2.30 P.M., at his
SALES ROOMS, Duddell Street
(FOR ACCOUNT OF THE UNDERSIGNED),
A QUANTITY OF SILVER WARE,

such as—
FINGER BOWLS, NAPKIN RINGS,
SPOONS, FORKS, UMBRELLA HANDLES,
CIGAR and CIGARETTE CASES,
HAIR BRUSHES, BUCKLES, HAT
PINS, &c., &c.

Also
SUNDY JEWELLERY,
Comprising—
DIAMOND RINGS, DIAMOND and
SAPPHIRE CRESCENT DIAMOND
and RUBY RINGS, DIAMOND BRACE-
LETS, &c., &c.

On view from Friday, the 19th September.
Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 16th September, 1902. [2473]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on FRIDAY,
the 26th SEPTEMBER, 1902, at 3 P.M., at his
SALES ROOMS, Duddell Street,
THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY

known as Sub-section No. 1 of Section A of
INLAND LOT 706; Area 7,444 square feet.
The property is situated between Conduit and
Robinson Roads, abutting on the South and
West on Conduit Road, on the North on
Remaining Portion of Inland Lot 706 and on
the East on Remaining Portion of Section A of
Inland Lot 706.

For further Particulars, apply to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 11th September, 1902. [2433]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 27th September, at No. 1, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 27th September, both days inclusive.

DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 10th September, 1902. [2424]

NOTICE

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd September, 1893, of the Five Shares Nos. 4983/8990 in this Company, standing in the name of Mr. TANG A LOK, of Hongkong, have been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company and thereafter no other will be acknowledged.

Dated 25th August, 1902.
GEO. L. TOWLIN,
Secretary.

2276]

PURE FILTERED HIGH-CLASS AERATED WATERS

THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP. Kola, Champagne, Lemonade, Orangeade, Champagne Cider, Cherry Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Boreo Tonic, &c., &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS, WEST POINT, Or. F. P. DANENBERG, Telephone, 367. Price List and Order-book on Application. [2486]

A NEW MAGAZINE
(To be Published Quarterly).
"THE EAST OF ASIA."
JUST ISSUED!

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.

Price \$1.50.
At Messrs. KELLY & WALSH, LD.,
Hongkong.
Hongkong, 6th March, 1902. 719

TANG FOO & CO.
SAN WING HING
興 榮 三
COAL MERCHANTS,
No. 43, DES VOEUX ROAD CENTRAL.
Telephone No. 393.
Hongkong, 23rd September, 1901. 4

CARTRIDGES.

ROBERT'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best Nitro-powder in the WORLD. PRICE OF 12-BORE CARTRIDGES. Loaded with With Powder. Powder only, and 1 oz. of Shot. Primrose Cases \$0.25 38.00. Paganoid Cases 0.85 8.00. Ejector Brass Cases 7.50 0.25. 8 per cent. discount on orders of 1,000 and over.

Apply to—
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd July, 1902. [1839]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

Groups and Interiors a Speciality. Large Selection of Views.

TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

PHOTOGRAPHY.

Groups and Interiors a Speciality. Large Selection of Views.

TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

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Groups and Interiors a Speciality. Large Selection of Views.

TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

INTIMATIONS

NOW READY.

THE FRENCH IN TONKIN
AND SOUTH CHINA,
BY
ALFRED CUNNINGHAM.

Price, \$3.

1 MAP, 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS
AND "DAILY PRESS" OFFICE.
Hongkong, 22nd August, 1902. [2257]

GOVERNMENT-GENERAL OF
FRENCH INDO-CHINA.

THE
HANOI
EXPOSITION

WILL BE OPENED ON
3rd NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatricals, Circus, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, &c., &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Hongkong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,
Commissaire-Général de l'Exposition de Hanoi.
Hongkong, 1st July, 1902. [1800]

GERMAN SCHOOL.

A NEW TERM will begin on WEDNESDAY, 1st October, at 9 A.M. Schoolroom: Hall of Union Church, Kennedy Road.

Children of European parents only admitted. The instruction embraces all elementary branches, including French, Singing, Needlework and Gymnastics. Latin if desired. English will be taught by an English Teacher.

For Particulars, apply to—
PASTOR TH. KRIEHL,
Headmaster of School,
Hall of Union Church, Kennedy Road;

PAUL BREWITT,
Dartley & Co.
Hongkong, 15th September, 1902. [2457]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I., A.E.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 525 feet.
Length on Blocks... 515 "
Width of Entrance on Top... 515 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 204 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PALENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 112 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN,
31, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [2383]

CARTRIDGES! CARTRIDGES!
JUST LANDED A NEW STOCK OF
ELEY'S and KYNOC'S SPORTING
CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES
16 " " " " " "
12 " " " " " "
10 " " " " " "
8 " " " " " "

WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [715]

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

Groups and Interiors a Speciality. Large Selection of Views.

TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

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TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
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Groups and Interiors a Speciality. Large Selection of Views.

TOP FLOORS, 41 & 43 QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 22nd April, 1902. [1191]

PHOTOGRAPHY.

TO LET

29, MOSQUE STREET, GROUND FLOOR.
Apply to—
LINSTED & DAVIS.
Hongkong, 10th September, 1902. [2483]

TO LET.
OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902.

TO LET.
"WESTLEY" UPPER RICHMOND ROAD (Immediate Possession).
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., LD.
Hongkong, 18th September, 1902. [2459]

TO LET.
No. 11, MACDONNELL ROAD.
THE RETREAT, MOUNT KELLET.
HOUSES in CLIFTON GARDENS, Conduit Road.
A HOUSE in RYTON TERRACE.
"CREGGAN," the PRIZE GODOWNS at BOWLINGTON (PRATA EAST).
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th September, 1902. [71]

TO BE LET.
Nos. 5, 18, 19, and 20, BELILIOS TERRACE.
Also
"THE EYRIE," Peak, FURNISHED.
For Particulars, apply to—
TURNER & CO.
Hongkong, 27th August, 1902. [2261]

TO LET.
Nos. 10, 12 and 14, LEIGHTON HILL ROAD.
For Particulars, please apply to
MR. LI PAK,
Care of Comptroller,
NIPPON YUSEN KAISHA,
1st Floor No. 1, Prince's Buildings, Chater Rd.
Hongkong, 5th September, 1902. [2389]

TO LET.
SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
SIU CHEUNG,
81, Bonham Street East.
Hongkong, 13th September, 1902. [2449]

TO BE LET.
"BISNEE VILLA," POKFULUM, Immediate Possession.
Apply to—
LINSTED & DAVIS.
Hongkong, 24th March, 1902. [89]

TO BE LET.
GODOWN No. 1 (GROUND and TOP FLOORS), Praya East. Storing capacity about 3,000 tons.
Apply to—
MOK MAN CHEUNG,
Comptroller Dept.,
BUTTERFIELD & SWIRE.
Hongkong, 2nd August, 1902. [2090]

TO LET.
HOUSE No. 13, GAGE STREET.
Eight Rooms.
Apply to—
E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 2nd May, 1902. [1277]

TO LET.
A GODOWN, very Suitable for dry square feet.
For Particulars, apply to—
W. LYSAGHT,
151, Wanchai.
Hongkong, 12th September, 1902. [2444]

TO LET.
No. 3, QUEEN'S GARDENS.
Apply to—
G. C. ANDERSON,
4, Pedder Street (Ground Floor).
Hongkong, 13th March, 1902. [800]

TO LET.
No. 3, "MAGDALEN TERRACE," MAGDALEN GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st April, 1902. [977]

BOARD AND RESIDENCE.
EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower.
Apply to—
"HADDINGTON HOUSE,"
Kennedy Road (Opposite Union Church),
Hongkong, 14th August, 1902. [2189]

"TANG YUEN,"
MACDONNELL ROAD,
BOARD AND RESIDENCE.

IRY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour. Apply at the House or at FAIRBANK & CO., Queen's Road. [1889]

BOARD AND RESIDENCE.
MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 4th April, 1902. [1025]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1902.

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 16th February, 1901. [164]

BANKS

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL... £1,000,000
PAID-UP CAPITAL... £324,87

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAM, Esq., | C. E. EWENS, Esq.,
CHOW TUNG SHANG, Esq., | JULIUS FOCKE, Esq.,
Chief Manager, |
GEO. W. P. PLAYFAIR.

Interest for 12 Months Fixed... 5%.
Hongkong, 23rd March 1899.

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschau).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY. DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SCHOTTLEBANDER, Manager.
Hongkong, 12th December, 1901. [24]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED... Yen 24,000,000
CAPITAL PAID-UP... " 18,000,000
CAPITAL UNCALLED... " 6,000,000
RESERVE FUND... " 8

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

CHEE & CO. Established 1859.
Every Household Requisite. Depot for Bestman's Kodak Films and Accessories.
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road, Also at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.
STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, Ac. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Voeux Road.

MORE & SEMMUND.
43 and 45, Des Voeux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Composition ("Greyhound Brand") and Blundell's Spence & Co.'s Composition.

WATERMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

NOTICES OF FIRMS

NOTICE

I HAVE THIS DAY RESUMED my duties as Manager of **Wm. POWELL, LIMITED.**
R. G. HUCKFORD,
Manager.
Hongkong, 16th September, 1902. [2468]

NOTICE

THE Undersigned have been authorised by us to sign **HARRY WICKING & CO.** from this date.
MR. GEORGE HARRY DANN.
WALTER CLEMEN DREW.
JOHN OWEN HUGHES.
HARRY WICKING & CO.
Hongkong, 15th September, 1902. [2467]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE
FROM This Date and during the Temporary Absence of the undersigned, **Mr. C. PEMBERTON** will act as **SECRETARY** of the company.
By Order of the Board.
GEO. L. TOMLIN,
Secretary.
Hongkong, 15th September, 1902. [2469]

THE VICTORIA DISPENSARY.
NOTICE
I HEREBY GIVEN that **Mr. EDWARD LANGLEY** has ceased to be connected with our business.
Mr. SOUTHERN KENT has been appointed our REPRESENTATIVE for the HAMBURG and SHIPBUILDING, and all orders committed to his charge will receive immediate attention.
THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 5th August, 1902. [2115]

THE SPECIAL ILLUSTRATED CORONATION SUPPLEMENT
OF THE
"HONGKONG DAILY PRESS."
A FEW COPIES LEFT OF THE SECOND EDITION.
On Sale at 10 Cents a copy to clear.
Address: MANAGERS.
"Hongkong Daily Press" Office.

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. Code, 4th Edition.
A. B. C. Code.
Lieber's Standard Code.
TELEPHONE: 292.
Hongkong, 21st June, 1901. [1217]

KING HORN & CO.
COAL MERCHANTS & STEVEDORES.
Sole Agents for
"KATSUNO" COAL MINES.
Will undertake the loading and discharging of Coal to and from steamships in Hongkong. Barks and Coals are always ready.
Nos. 15 & 17, LESLIE STREET WEST.
Hongkong, 28th August, 1902. [2305]

PURE FRESH WATER
THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. V. KEW,
Manager.
21, Des Voeux Road.
Hongkong, 13th June, 1902. 1 65

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [118]

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE, Marine, Foreign and Chinese Risks at Current Rates.
STIEMSEN & CO.,
Agents.
Hongkong, 29th May 1895. [27]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
ASSETS EXCEED TEN MILLIONS STERLING.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS against FIRE, at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 3rd June 1902. [276]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, SJACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [28]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, SJACOB & CO.,
Agents.
Hongkong, 1st September, 1902. [2337]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... \$325,719
Total Losses Paid ... \$3,769,240
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 22nd July, 1902. [1427]

THE NORTHERN ASSURANCE CO. ESTABLISHED 1836.
The Undersigned Agents of the above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.
TURNER & CO.,
Agents.
Hongkong, 23rd August, 1902. [2362]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1719.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
STIEMSEN & CO.,
Agents.
Hongkong, 10th May, 1897.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
STIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [25]

NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1901, £15,722,693.
I. AUTHORIZED CAPITAL ... £3,000,000 0 0
SUBSCRIBED CAPITAL ... 2,500,000 0 0
PAID-UP CAPITAL ... 1,875,000 0 0
II. FIRE FUNDS ... 2,695,948 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [1736]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1833)
The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [472]

WHY COUGH ?
WHY COUGH ?
WHY COUGH ?
There is absolutely no remedy so speedy and effectual. One Lozenge alone gives relief. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES
KEATING'S LOZENGES
KEATING'S LOZENGES
KEATING'S LOZENGES
If you cannot sleep for coughing, one KEATING'S LOZENGE will set you right. They at once check the cough and remove the cause. An enormous sale all over the world during the past 80 years proves their great value.

GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.
GIVE INSTANT RELIEF.
KEATING'S COUGH LOZENGES, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold everywhere in bottles by all chemists. [2477]

THE SEVEN SECRETS.

BY
WILLIAM LE QUEUX
(Author of "The Under-Secretary," "The Day of Temptation," "Of Royal Blood," "Whoso Findeth a Wife," &c., &c.)

[COPYRIGHT.]
CHAPTER XVII.
DISCUSSES SEVERAL MATTERS.

Reader, I know that what I have narrated is astounding. It astounded me just as it astounds you.

There are moments when one's brain becomes dulled by a sudden bewilderment at sight of the absolutely impossible.

It certainly seemed beyond credence that the man whose fatal and mysterious wound I had myself examined should be there, walking with his wife in a lover-like attitude. And yet there was no question that the pair were there. A small bush separated us, so that they passed arm-in-arm within three feet of me. As I have already explained, the moon was so bright that I could see to read; therefore shining full upon their faces it was impossible to mistake the features of two persons whom I knew so well.

Fortunately they had not overheard my involuntary exclamation of astonishment, or if they had, both would have believed it to be one of the many distorted accounts of the night. Upon Mary's face there was revealed no expression of perfect content, different indeed from the fearful countenance of a few hours before, while her husband, grey-faced and serious, just as he had been before his last illness, had his arm linked in his, and walked with her, whispering some low indistinct words which brought to her lips a smile of perfect felicity.

Now, and I have a superstitious man I should have promptly declared the whole thing to have been an apparition. But as I do not believe in borderland theories any more than I believe that a man whose heart is nearly cut in two can again breathe and live, I could only stand agape, bewildered and utterly dumbfounded.

Hidden from them by a low thorn-bush I stood there in silent stupefaction as they passed by. That it was no chimera of the imagination was proved by the fact that their footsteps sounded upon the path, and just as they had looked out from the thorn-bush, I saw them enter the garden, and heard the sound of their voices as they walked towards the house.

At last they came. I remained motionless, standing in the shadow and not daring to breathe. My eyes were fixed upon him, my ears strained to catch every sound.

He said something to her. What it was I could not gather. Then he pushed open the creaking gate to allow her to pass. Across the moonlit lawn he drifted a white fleecy cloud; therefore the light was not so brilliant as half an hour before. Still I could see his features almost as plainly as I see this paper upon which I am penning my strange adventure, and could recognise every lineament and peculiarity of his countenance.

Having passed through the gate he took her unloved hand with an air of old-fashioned gallantry and raised it to his lips. She laughed merrily in rapturous content, and then slowly, very slowly, they strolled along the path that ran within three feet of where I stood.

My heart leapt with excitement. Their voices sounded above the rushing of the waters, and they were lingering as though unwilling to walk further.

"Ethelwynn has told me," he was saying, "I can't make out the reason of his coldness towards her. Poor girl! she seems utterly heartbroken."

"He suspects," his wife replied, "But what ground has he for his suspicion?"

I stood there transfixed. They were talking of myself!

They had halted quite close to where I was, and in that low roar had raised their voices so that I could distinguish every word.

"Well," remarked his wife, "the whole affair was mysterious, that you must admit. With his friend, a man named Jevous, he has been endeavouring to solve the problem."

"A man once dead and buried, with a corner's verdict upon him, is not easy to beget to be alive and well. No man, I trust, would be so foolish as to believe that he would ever get at his secret."

I smiled grimly myself. How little did he dream that the man of whom he had been speaking was actually overlooking his wife!

But Ethelwynn, in order to regain her place in the doctor's heart, may betray me," his wife remarked dubiously.

"She dare not," was the reply. "From her we have nothing whatever to fear. As long as you keep up the appearance of deep mourning, she will do all your actions, and execute proper caution on the occasions when we meet, our secret must remain hidden from all."

"But I am doubtful of Ethelwynn. A woman as fondly in love with a man as she is with Ralph is apt to throw discretion to the winds," the woman observed. "Recollect that the breach between them is on our account, and that a word from her could expose the whole thing, and at the same time bring back to her the man for whose loss she is pining. It is because of that I am in constant fear."

"Your apprehensions are utterly groundless," he declared in a decisive voice. "She's the only other person in the secret besides ourselves, but to betray us would be fatal to her."

"She may consider that she has made sufficient self-sacrifice?"

"Then all the greater reason why she should remain silent. She has her reputation to lose by divulging."

By his argument she appeared only half convinced, for I saw upon her brow a heavy, thoughtful expression, similar to that I had noticed when sitting opposite her at dinner. The reason of her constant preoccupation was that she feared that her sister might give me the clue to her secret.

That a remarkable conspiracy had been in progress was now made quite plain; and further—that Ethelwynn was the only other person who knew the truth, and yet did not reveal it.

This man who stood before me was old Mr. Courtney without a doubt. That being so, who could have been the unfortunate man who had been struck to the heart so mysteriously? So strange and complicated were all the circumstances, and so closely had the chief actors in the drama arranged its details, that I began to feel convinced that for the moment I was utterly helpless. Yet it was more than remarkable that he should not to disguise his personal appearance if he wished to remain dead to the world. Perhaps, however, being unknown in that rural district—for he once had told me that he had never visited his wife's home since his marriage—he considered himself perfectly safe from recognition. Besides, from their conversation,

On hearing the lock-keeper's cottage, a little white-washed house wherein the inmates were sleeping soundly, they made a wide detour around the meadow in order to avoid the chance of being seen. Mary was well-known to the old lock-keeper, who had controlled those great sheets of water for thirty years or more, and she knew that at night he was often compelled to be on duty, and might at that very moment be sitting on the bench outside his house, smoking his short clay.

I, however, had no such fear. Stepping lightly upon the grass beside the path I went past the house and continued onward by the riverbank, passing at once into the deep shadow of the alders which effectively concealed me.

The pair were walking at the same slow deliberate pace beneath the high ledge on the further side of the meadow, evidently intending to rejoin the river path some distance further on. This gave me an opportunity to get on in front of them and I seized it without delay; for I was anxious to obtain another view of the face of the man whom I had believed for months to be in his grave.

Keeping in the shadow of the trees and bushes that overhung the stream, I sped onward for ten minutes or more, until I came to the boundary of the great pasture, passing through the swing gate by which I felt confident that they must also pass. I turned to look before leaving the meadow, and could just distinguish their figures. They had turned at right angles, and as I had expected were walking in my direction.

I went forward again, and after some hurried search discovered a spot close to the path where concealment behind a great old willow seemed possible, so that that point of vantage I waited breathlessly for their approach. The rushing of the waters behind would, I feared, prevent any of their words from reaching me, nevertheless I waited anxiously.

A great barn owl flapped lazily past, hooting weirdly as it went, then all nature became still again, save the dull sound of the tumbling flood. As Mary Jevous had been with me, would no doubt have been selected for me. But it must be remembered that I was the most tired man in the neighbourhood, whereas with him it was a kind of natural occupation. And yet would he believe me when I told him that I had actually seen the dead man walking there with his wife?

I was compelled to admit within myself that such a statement from the lips of any man would be received with incredulity. Indeed, had such a thing been related to me, I should have put the narrator down as either a liar or a madman.

At last they came. I remained motionless, standing in the shadow and not daring to breathe. My eyes were fixed upon him, my ears strained to catch every sound.

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I gathered that they only met on rare occasions, and certainly Mary kept up the fiction of mourning with the greatest assiduity. I recollected what old Mrs. Mirret had told me of her daughter's erratic movements, of her short mysterious absences with her dressing-bag and without a maid. It was evident that she made flying visits in various directions in order to meet her "dead" husband.

Courtesy spoke again, after a brief silence, saying: "I had no idea that the doctor was down here, or I should have kept away. To be seen by him would expose the whole affair."

"I was quite ignorant of his visit until I went in to dinner, and found him already seated at table," she answered. "But he will leave to-morrow. He said to-night that to remain away from his patients for a single day was very difficult."

"I have been down here in pursuance of his inquiries, do you think?" suggested her husband. "He may be. Mother evidently knew of his impending arrival, but told me nothing. I was annoyed, for he was the very last person I wished to meet."

"Well, he'll go in the morning, so we have nothing to fear. He's safe enough in bed and sleeping soundly—confound him?"

The temptation was great to respond aloud to the complaint; but I refrained, laughing within myself at the valuable information I was obtaining.

(To be continued.)

"DARTING" BRAND
LANOLINE
Natural Toilet Preparations.

"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.

"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

NEW ADVERTISEMENT
INFERIOR IMITATIONS
of this Water, bottled by unprincipled Japanese, are being constantly palmed off for THE GENUINE ARTICLE.

An impudent and fraudulent imitation of the genuine TAN SAN is now on the market bearing the name of YAMAGUCHI & CO., Niigata. These imitations are unpalatable and in many cases positively dangerous.

THE PUBLIC are cautioned to SEE that the LABEL BEARS THE NAME OF THE SOLE PROPRIETOR:

J. CLIFFORD-WILKINSON,
KOBE, JAPAN.

JAPAN COALS.
ITSUI BUSSAN KAISHA (MITSUI & CO.)
HEAD OFFICE: 43, SAKAKOTO-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Cebu, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasabe, Maidzuru, Misaki, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ito Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Shikoku, Kyushu, Korea, Manchuria, Mongolia, Ouzara, Otsu, Sakhalin, Transbaikalia, Yachutian, Yachutian, Yachutian, and other Coal.

D. G. GEORGACOPULO'S
IMPORTED EGYPTIAN CIGARETTES.
THE RECOGNISED LEADING CIGARETTE MADE IN CAIRO.
SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP.
THE ONLY GUARANTEE OF ORIGIN.

MESSRS. LANE, CRAWFORD & CO.
HONGKONG.

BUDWEISER BEER.
EXTRA PALE LAGER IN CLEAR BOTTLES.
OF UNIVERSAL POPULARITY.
ANHEUSER BUCH BREWING ASSOCIATION, ST. LOUIS.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD
IS
GANDY'S

"THE GANDY BELT," ENGLAND.
SOLE AGENTS:
LUTGENS, EINSTAMANN & CO.
119-11
HONGKONG.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [2913]

M. CHADWICK, K.E.W.,
DENTAL SURGEON,
No. 38, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [2458]

BRITISH NORTH BORNHO.
WANTED.

AN EXPERIENCED FOREMAN for a Government Tinsmith Mill. Must be thoroughly acquainted with the operation and management of Tinsmithing Machinery. Forward copies of recent testimonials and state salary required to
DIRECTOR OF PUBLIC WORKS,
Sandakan.
Hongkong, 4th February, 1902. [446]

EUROPEAN CLERK WANTED for Books, Correspondence &c. Commencing Salary \$150 to \$200 per month. Also **CHINESE CLERK** with Office experience.
Apply—
THE ROBINSON PIANO CO., LD.
Hongkong, 12th September, 1902. [2442]

WANTED.
CHINESE CLERK. Must know elementary Book-keeping.
Apply—
THE ROBINSON PIANO CO., LD.
Hongkong, 9th September, 1902. [2418]

FINISHED HOUSE WANTED in Hill district preferred.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 16th September, 1902. [2474]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 16th September, 1902. [2474]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 16th September, 1902. [2474]

THE HONG

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 18th October.
GLASGOW and LIVERPOOL...	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL...	"STENTOR"	On 30th October.

FOR	STEAMERS	TO SAIL
LONDON	"DIOMEDE"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"KAISOW"	On 19th September.
GLASGOW and LIVERPOOL...	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA.	"RYSON"	On 2nd October.

The S.S. "KAISOW" left Singapore on the 14th inst. for this port and is due on the 19th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"SINGAN"	On 18th September.
FOOCHOW	"CHANGCHOW"	On 19th September.
SHANGHAI	"WHAMPOA"	On 19th September.
MANILA	"SUNGKIANG"	On 22nd September.
LOILOLO and CEBU	"KAIFONG"	On 26th September.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 29th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
* See Special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th September, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	HONGKONG
"INDRAVELLI"	4,899	W. C. Craven	October 24, 1902
"INDRAPUJA"	4,899	Hollingsworth	November 14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th September, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 21st September.
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 28th September.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 17th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 24th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tientsin to load and discharge cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 16th September, 1902.

T. ARIMA, Manager.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE
STEAM FOR
SINGAPORE, BATAVIA,
COLOMBO, RONDCHIBREY, MADRAS,
CALCUTTA, DIBOUTY, ROYET,
MARELLA, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudis, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLE, via Port of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th September, 1902.

Hongkong, 15th September, 1902.

VESSELS ON THE BARK.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

"BENAUDE,"
Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd September, 1902. [2348]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND VLADIVOSTOK.

"MANCHURIA,"
Captain Prahl, will be despatched as above on the 15th September for the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 9th September, 1902. [2313]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRICATIC PORTS.)

THE Company's Steamship

"NIPPON,"
Captain Klabenberg, will be despatched as above on FRIDAY, the 19th September, P.M.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 6th September, 1902. [3]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Aubert, will be despatched for the above ports on or about MONDAY, the 22nd inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th September, 1902. [12]

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,875 Tons.

Captain Tata, will be despatched for MANILA on FRIDAY, the 26th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUBI BUSHAN KAISHA,
Agents.
Hongkong, 8th September, 1902. [16]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS
"CHINGTU" ... leaves on 29th September

"TAIYUAN" ... " 24th October.

"TSINAN" ... " 15th November

"CHANGSHA" ... " 8th December.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE
AGENTS

CHINA NAVIGATION CO., LD.
Hongkong, 17th September, 1902. [1381]

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUZ CANAL.
(With Liberty to call at Philippine Ports.)

The following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRANI" ... 30th Sept., 1902.
S.S. "INDRAWADI" ... Oct., 1902.

For Freight and further information, apply to
JARDINE, MATTHEW & CO.,
Agents, "Indra" Line, Ltd.
[280]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUZ CANAL
(With Liberty to call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" ... About 5th October.

For Freight and further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Shipping Department,
Agents.
Hongkong, 12th September, 1902. [2441]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"
OF THE NORDDEUTSCHER LLOYD,
Captain E. Prehn, due here with the outward German Mail about the 17th inst., will leave for the above places about 24 hours after arrival.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 15th September, 1902. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.
(In close connection with the Company's accelerated line to TR ESTE.)

THE Company's Steamship

"TIROL,"
Captain Brethel, will be despatched as above on FRIDAY, the 26th inst., P.M.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 11th September, 1902. [3]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUZ CANAL.

THE Steamship

"AFTON,"
Captain MacGregor, will be despatched for the above port on MONDAY, the 29th inst.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 13th September, 1902. [2421]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th September, 1902. [2389]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"
3,287 Tons Gross Register,

will be despatched for ODESSA via PORTS OF CALL on or about 15th October.

For Freight and further Particulars, apply to
BRADLEY & CO.,
Agents.
Hongkong, 15th September, 1902. [2461]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPROVED STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for Cape Town every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, BUTTERFELD AND ANTWERPEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILVIA,"
Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 11th September, 1902. [2439]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENGLIE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,
Agents.
Hongkong, 12th September, 1902. [7]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND LONDON.

THE Steamship

"PLINTSHIRE,"
Captain E. J. Siddle, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 15th September, 1902. [2472]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 18th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th September, 1902. [11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the undersigned before Noon, on the 21st of September, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st of September, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 15th September, 1902. [3]

NOTICE TO CONSIGNEES.

FROM BOMBAY, C. LOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"VALETTA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex s.s. *Rome*.

From Australia, ex s.s. *Australia*.

From Persian Gulf, ex B. L. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. to-day, 18th inst.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesday and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.

